

2/1/46

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## "ST MARGARET" SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, ~~SAILER~~: <sup>S.S.</sup> ~~EMPIRE~~ CAMERON <sup>"</sup> ~~WITHOUT~~ TIMBER DECK CARGO

Nationality **BRITISH** Builders' Name and No. of Ship **WILLIAM DENNY & BROS. LTD**

Port of Registry **NEWPORT 1104** **DUMBARTON.. N° 1358.**

Official Number **168704** Owners **MINISTRY OF WAR TRANSPORT.**

Gross Tonnage **5248.57. 5225. ✓** (**M&S**) **SHAKESPEAR SHIPPING Co LTD.**

Date of Build **DEC. 1941** Port and Date of survey **LONDON. APRIL. 1946**

Particulars of Classification **B.S. \*** Name of Surveyor **J.M. FARQUAR**

Names of Sister Ships **EMPIRE KINGSLEY.**

Type of Superstructures **COMPLETE SUPERSTRUCTURE WITH TONNAGE OPENING AFT**

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)			
TROPICAL FRESH WATER LINE above centre of disc	1 1/2"	Corresponding Freeboard	3'-2 1/2"
FRESH WATER LINE " " "	6 1/2"	" "	2'-2"
TROPICAL LINE " " "	6"	" "	2'-8"
WINTER LINE below " "	6"	" "	2'-8 1/2"
WINTER NORTH ATLANTIC LINE " " "	-	" "	3'-8 1/2"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line			
TROPICAL FRESH WATER Timber line above L.S.		Corresponding Freeboard	
FRESH WATER " " " "		" "	
TROPICAL " " " "		" "	
WINTER " " below " "		" "	
WINTER NORTH ATLANTIC " " " "		" "	

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

*[Signature]*  
Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 1st MAY, 1946



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# STANDARD Y TYPE COMPUTATION OF FREEBOARD

Length on summer load line **AR5'-0"** Moulded Breadth **56'-0"** Moulded Depth **27'-9 1/2"** Depth of Keel **.78**  
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **11986** Tons  
 Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times 85} = .7461$   
 Displacement and tons per inch immersion in salt water at summer load line **12422** or **47.09**  
 Moulded depth **27.792** **27.792** Deduction for Fresh Water  $\frac{\Delta}{40T} = 6.6 = 6 \frac{1}{2}$  inches  
 Stringer Plate **.40 (.68 LOCAL  $\times$ )** **.057** **.033** Round of Beam Correction  
 Sheathing on exposed deck T  $(\frac{L-S}{L})$  **-** **-** Ships Round of Beam **14' 00** inches  
 Rise of floor (in sailers) **-** **-** Standard Round of Beam  $\frac{B \times 12}{50} = 13.44$   
 Depth for Freeboard (D) **27.849** **27.825** Difference **.56**  
 Table Depth **1/5** **28.333** Restricted to  
 Depth Correction **3x** **.508 = 1.52 OFF** Correction  $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .14 \times .0061$   
 If restricted by superstructures **= NIL.**

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	42'-1 1/2"	-	9'-1"	42.12		42.12
Raised Quarter Deck						
Bridge	377'-8 1/2"	F A	9'-1"	377.71		377.71
Forecastle						
Trunk Aft						
„ Forward						
Tonnage Opening Aft	5'-2"			5.17x.5		2.59
„ „ Forward						
Totals				425.00		422.42

Standard Height of Superstructure **7'-6"**  
 „ „ R.Q.D. **-**  
 Percentage covered S/L = **100%**  
 „ „ E/L = **99.39%**  
 „ from Table line A, B, (corrected for absence of forecastle if required) **99.25%**  
 Percentage from Table by interpolation for Bridge less than .2L if required = **-**  
 Deduction = **42 x .9925 = 41.68 OFF.**  
 Percentage from Table for Tankers (or Timber ships) = **-**  
 Deduction = **-**

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
19 A.P.	54	52.5	73	1	73
8.44 1/2 L from A.P.	24	23.36	32.44	4	129.76
2.11 1/2 L from A.P.	6	5.78	8.11	2	16.22
- Amidships	-	-	-	4	-
2.11 1/2 L from F.P.	12	11.55	14.11	2	28.22
8.44 L " "	48	46.72	56.44	4	225.76
19 F.P.	108	105.0	127.0	1	127.0
				18	598.96
Effective Mean Sheer					33.331
Standard „ „ .05L + 5					26.250
Difference					7.081

Mean Actual sheer aft =  
 „ Standard „ „  
 Mean Actual sheer forward =  
 „ Standard „ „  
 Length of enclosed superstructure forward of amidships =  
 Length of Ship  
 Length of enclosed superstructure aft of amidships =  
 Length of Ship  
 Sheer Correction = Difference  $\times (75 - \frac{S}{2L}) = 7.081 \times .25 = 1.77 \text{ OFF.}$   
 If limited on account of midship superstructure = **-**  
 „ to maximum allowance of 1 1/2 ins. per 100 ft. = **-**

TABULAR FREEBOARD corrected for flush deck if required = **79.35**

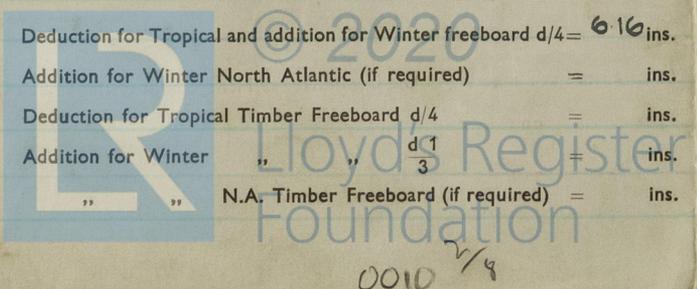
Correction for co-efficient =  $\frac{1.4261}{1.36} =$

## DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	-	1.52
Deduction for superstructures	-	41.68
Sheer correction	-	1.77
Round of Beam correction	-	-
Correction for thickness of deck amidships	.28	-
Other corrections, scantlings, etc.	-	-
	.28	44.97 - 44.69

	Sails, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	27.849	
Summer Freeboard in feet	3.208	
Moulded Draught (d)	24.641	(d1)
Addition for Keel	.065	
Extreme draught	24.706	

Summer Freeboard in inches  $5 = 3' 9 \frac{1}{2}" = 38.52$   
 Additional allowance for superstructures on Timber carrying ships =  
 Summer Timber Freeboard in inches =  
 Deduction for Tropical and addition for Winter freeboard  $d/4 = 6.16$  ins.  
 Addition for Winter North Atlantic (if required) = ins.  
 Deduction for Tropical Timber Freeboard  $d/4 =$  ins.  
 Addition for Winter „ „  $\frac{d-1}{3} =$  ins.  
 „ „ N.A. Timber Freeboard (if required) = ins.



# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

### CONDITIONS OF ASSIGNMENT

**ST. MARGARET**

SHIP'S NAME **"EMPIRE CAMERON"**

OFFICIAL NUMBER **168704.**

Nationality and Port of Registry **BRITISH - NEWPORT, Mod.**

#### PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	3/8"	.30	3x3x.30	2'-6"	BKTS TOP & BTM.	NONE		
R.Q.D. "								
Bridge Aft Bulkhead	3/8"	.30	6x3x.30"	2'-6"	WELDED TO BEAM TOP BKTS. BTM.	2 @ 4'x3'	18"	
" Forward "								
Forecastle Bulkhead <small>on SUPERSTRUCTURE DECK</small>	.28	.28	3x3x.30	2'-6"	—	1 @ 5'-0" x 4'-0" 3 @ 5'-0" x 2'-3"	18"	7'-6"
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks	.34	.30	3x3x.30	31"	BKTS. AT TOP.	2 @ 5'-0" x 2'-0"	18"	7'-9"
Exposed Machinery Casings on superstructure decks	FOR'D. .34 AFT. .34"	.30	3x3x.30	2'-6"	BKTS TOP & BTM.	2 @ 5'-0" x 2'-0" FIDDLEY.	18"	9'-0"
			3x3x.30	2'-6"	BKTS TOP & BTM.			9'-0"
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	.34"	.30"	3x3x.30"	31"	BKTS AT TOP.	2 @ 5'-0" x 2'-3" 3 @ 5'-0" x 2'-0"	18"	7'-9"
			BRIDGE .34	.30'	3x3x.35.	2'-8"	BKTS T. & B.	1 @ 5'-0" x 4'-0"
Deckhouses on flush deck ships-SIDE	.30	.25	3x3x.35	3'-2"	RIV. THRO' L.	—	—	7'-6"
<b>DECKHOUSE.</b>	<b>.28"</b>	<b>.25</b>	<b>3x3x.28</b>	<b>3'-2"</b>	<b>BKTS. AT TOP.</b>	<b>3 @ 5'-0" x 2'-0"</b>	<b>18"</b>	<b>7'-6"</b>
<b>A FT. DECKHOUSE.</b>						<b>4 @ 4'-0" x 2'-9"</b>	<b>21"</b>	<b>7'-6"</b>

#### PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	NONE
R.Q.D. "	—
Bridge Aft Bulkhead	WEATHER BOARDS.
" Forward "	
Forecastle Bulkhead	TONNAGE OPENING CLOSED BY BOLTED STEEL PLATE, 3 HINGED STEEL DOORS EACH SIDE
Exposed Machinery Casings on Freeboard or R.Q. decks	FIDDLEY STEEL DOORS OPENING FROM BOTH SIDES (HINGED).
Exposed Machinery Casings on superstructure decks	HINGED STEEL DOORS, 1 — EACH SIDE FIDDLEY. MANIPULATED BOTH SIDES
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	ENGINE ROOM ENTRANCE. HINGE STEEL DOORS OPENING BOTH SIDES.
Deck houses on Flush Deck ships	HINGED STEEL DOORS OPENING FROM BOTH SIDES.

#### PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well			OPEN RAILS.		
Forward Well					

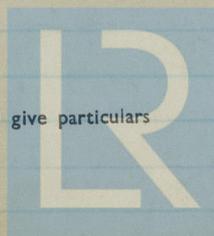
State fore and aft position and height above deck to bottom of port, for each port

} After Well

} Forward Well

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Give particulars of freeing port area, etc., on superstructure decks

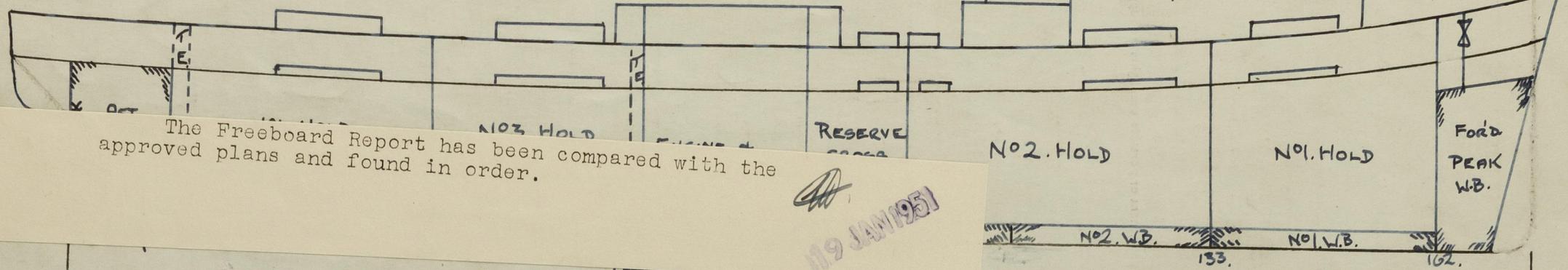


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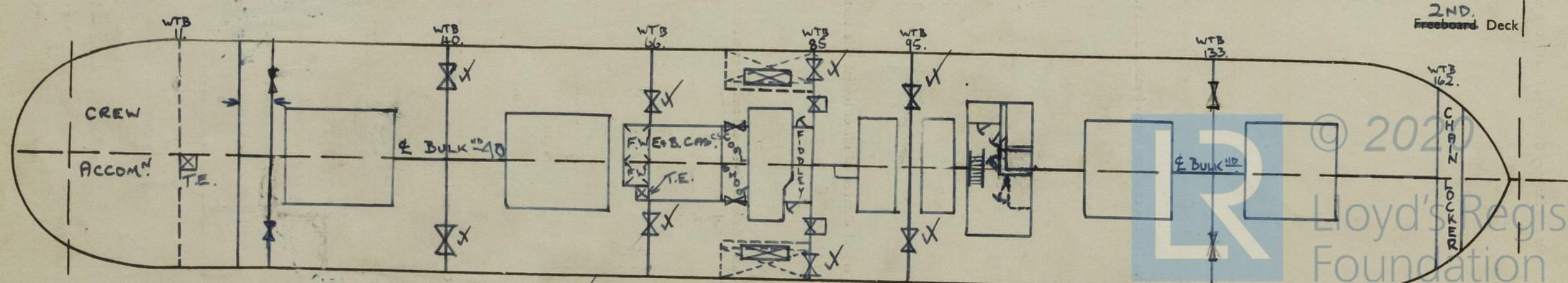
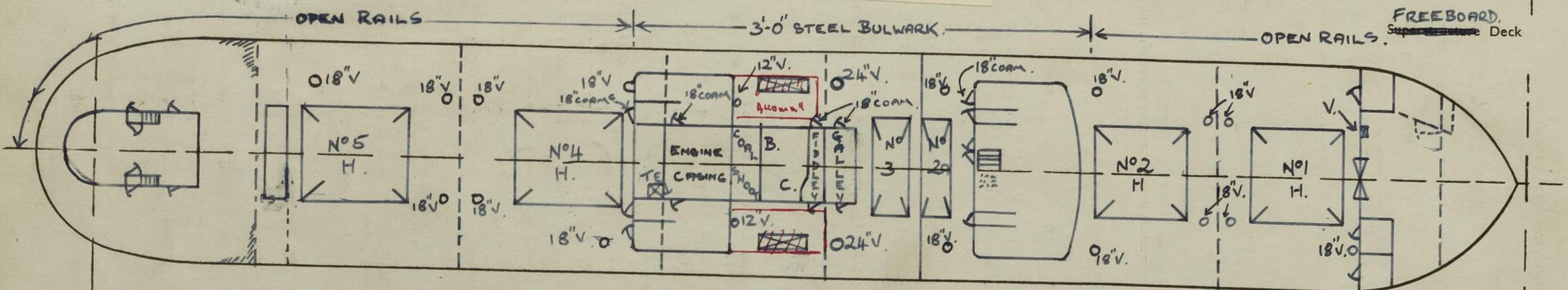
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Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.

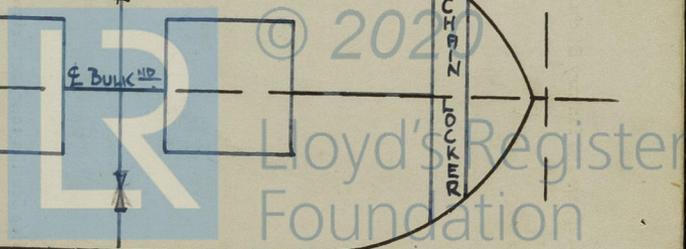


The Freeboard Report has been compared with the approved plans and found in order.

19 JAN 1951



5'-0" x 4'-0" TONNAGE OPENINGS. CLOSED WITH BOLTED PLATE COVERS. BOLTS. W.T. PITCH. (5 DIAS). 0010 4/8



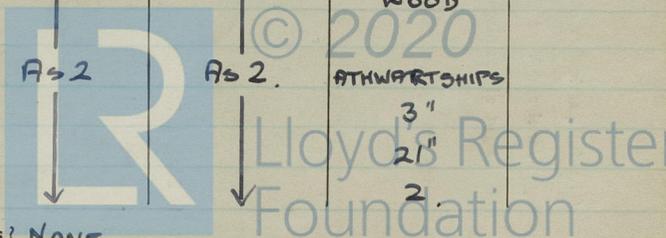
PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

	SUPERSTRUCTURE DECK						FREEBOARD DECK			
Number and description of Hatchway from forward	UPPER DK NO1.	NO2.	NO2A.	NO3	NO4.	NO5.	<del>BUNKER HATCH P45.</del>	NOS. 1, 2, 2A, 4 & 5.	NO3.	BUNKER HATCH P45.
Dimensions of Hatchway	31'-6" x 20'-0"	31'-0" x 20'-0"	12'-11" x 20'-0"	10'-4" x 20'-0"	31'-0" x 20'-0"	31'-0" x 20'-0"	15'-6" x 5'-0"	SAME AS SUP. DK	12'-11" x 20'-0"	13'-3" x 4'-4"
COAMINGS	Height above <del>wood</del> steel deck	30" SIDES	30" SIDES	30" SIDES	30" SIDES	30" SIDES	30"	9"	9"	9"
	Thickness sides ends	.44 .44	.44 .44	.44 .44	.44 .44	.44 .44	.44	.44	.44	.44
	Stiffeners	7" x 3" x 3/8 BA.	8" x 3 1/2" x 7/16 BA.	7" x 3" x 3/8 BA.	7" x 3" x 3/8 BA.	8" x 3 1/2" x 7/16 BA.	7" x 3" x 3/8 BA.	-	-	-
	Brackets or Stays	2 1/2" DIA 3S. 1E.	- DO -	1S. 1E.	1S. 1E.	AS NO1.	AS NO1.	-	-	-
HATCH BEAMS	Number	5	5	1	1	5	5	SAME AS SUP. DK	SAME AS SUP. DK	-
	Spacing	5'-3"	5'-2"	6'-5 1/2"	3'-10 1/2" & 6'-5 1/2"	5'-2"	5'-2"			
	Scantling and Sketch			AS 2 WEB 1 1/2"	AS 2 WEB 1 1/2"	AS 2	AS 2			
Bearing Surface and thickness of carriers or sockets	3"	3"	3"	3"	3"	3"				
FORE AND AFTERS	Number									
	Spacing									
	Unsupported lengths									
	Scantling and Sketch									
Bearing Surface and thickness of carriers or sockets										
HATCH COVERS	Material	WOOD	WOOD	↑	↑	↑	↑	↑	↑	WOOD
	Thickness	2 1/2"	2 1/2"	↑	↑	↑	↑	↑	↑	3"
	How Fitted	F & A.	F & A.	AS 2.	AS 2	AS 2.	AS 2.	AS 2	AS 2.	ATHWARTSHIPS
	Bearing Surface	4"	5"	↓	↓	↓	↓	↓	↓	3"
	Spacing of Cleats	24"	24"	↓	↓	↓	↓	↓	↓	21"
Number of Tarpaulins	2	2.	↓	↓	↓	↓	↓	↓	2.	

ENTRANCE TO HOLD FROM TRUNK IN GALLEY FRONT 18' COAMING.

Are tarpaulins in good condition and in accordance with rule requirements? YES  
 Are lashings provided in accordance with rule requirements? YES

Are wood fore and afters steel shod at all bearing surfaces? NONE  
 Are battens and wedges efficient and in good condition? YES.



Give full particulars of the following:—

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

FIDDLEY CASING - STEEL HINGED COVERS.  
ENGINE ROOM SKYLIGHT - STEEL HINGED COVERS 6 IN NO. - NO LIGHTS THEREIN.

BUNKER HATCH: - 5'-2" x 18'-0" . 2½" COVERS WOOD.

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

NONE.

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

COMPANIONWAY TO REFRIG. STORES MASTERS HOUSE.  
HINGED STEEL DOOR WITH 18" COAMING.  
OPENING FROM BOTH SIDES.

COMPANIONWAY P4S AFT TO CREW'S ACC'D'N.  
HINGED STEEL DOOR WITH 21" COAMING.  
OPENING FROM BOTH SIDES.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

VENTS ON SUPERSTRUCTURE DECK: 36" COAMING. ALL VENTS WELDED DIRECTLY TO THE DECK.

VENTS CLOSED WITH WOOD PLUGS + CANVAS COVERS.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

HEIGHT TO OPENINGS - 30" ON SUPERSTRUCTURE DECK.  
18" ON FORECASTLE DECK.  
ALL CLOSED WITH WOOD PLUGS + CANVAS COVERS.



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Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

PIPES OF W. I.  
N.R. SHIPS SIDE VALVES - MASTER'S HOUSE 1 @ 4"  
1 @ 2"  
GALLEY. 2 @ 2"  
1 @ 2"  
X ACC'D'N. 2 @ 4"  
2 @ 2½"

AFT CREW 2 @ 4"  
2 @ 2½"

2½" SCUPPERS FROM FREEBOARD DECK, AFT END OF NO 2, NO 3, & FOR. END NO 4 HOLD PAS, LED  
OVERBOARD. NR. SHIPSIDE G.M. VALVES CLOSED BY EXTENDED SPINDLES FROM WEATHER DECK.  
Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

2 @ 10" PORT } STEERING GEAR COMPT.  
2 @ 10" STBD. }  
8 @ 10" PORT TO SEAMEN'S ACC'D'N.  
8 @ 10" STBD. TO FIREMEN'S ACC'D'N.  
4 @ 10" STBD. TO GUNNERS' ACC'D'N.

HINGED DEADLIGHTS FITTED TO ALL SIDELIGHTS  
PERMANENTLY ATTACHED THERETO.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

APPROX 12" (SIDE SCUTTLE AFT).

Guard Rails on ~~freeboard~~ and superstructure decks (state type and where fitted)

OPEN RAILS - SEE SKETCH

Gangways and Lifelines

FORWARD & AFT.

Gangway, Cargo and Coaling Ports in sides of ship

NONE



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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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